

CENTRAL PLANK ROAD.—Six miles finished.—Mr. Robinson, the energetic and efficient president of the Central Plank Road Company, on Thursday last showed us out along the line of that portion of the plank road which is finished west, six miles. The road is well built, bridges all nicely repaired, and all finished up snug. The work was completed yesterday, and the toll-gate, at the east end of White River bridge, is up to-day. Mr. A. Fekway has been appointed gate-keeper, (an excellent appointment, by the way,) and is now at his post. Those travelling that way will therefore remember to take change for toll. It is the design of the company to extend the road, both east and west, as rapidly as their means and the weather will permit. Success to it.

HOLMES'S TAVERN.—John and Kennedy Holmes have just finished an extensive and elegant tavern house at Mount Jackson, on the national road, two and a half miles from the city. As we passed on Thursday evening last, they were putting in the furniture. If this house be properly kept it will become a favorite resort for our city folks, as it is just the right distance for an evening drive from town.

NEW TELEGRAPHIC LINE.—We were glad to learn that preparations are making, by Mr. Lee, the Agent of Morse's Telegraph, to build a new line from St. Louis to Cincinnati: the eastern part of it to run through Shelbyville, Russellville, Connersville, Hamilton, &c. Mr. Lee is now in this city, soliciting subscriptions for stock, and we hope will receive abundant encouragement. It is said that all the stock has been taken except for the portion between Indianapolis and Terre Haute. The line will cost \$150 per mile, and the distance will be about 400 miles. Mr. Lee is very sanguine as to the success of the line at its completion, and is willing to guarantee that it will pay at least ten per cent. to stockholders. The line is desirable for many reasons; one being, that it will give us a direct means of communicating with Cincinnati, without the necessity of losing time and incurring cost by transcribing messages at intermediate offices. Competition, too, would make the present line worth something, perhaps. Our people have put a good deal of their means into railroads, but we hope they will be able to give Mr. Lee a lift.

THE NAVAL SCHOOL.—Alluding to the appointment of a Board of officers to revise the Rules of the Naval School, recently, we observed, that to make the school what it ought to be, there should be added two professors—those of Military Evolutions on the land, and of International Law. The recent services of a portion of the navy, in the land service, in Mexico, demonstrates the utility of the first; and the more recent difficulty, of which the conduct of Commander Carpenter was one of the causes, and which under some circumstances might have led two great nations into a quarrel, shows the necessity, that our naval officers should have some knowledge of law. It seems to be a conceded point, that Carpenter had just claim for salvage, for saving the French ship *Eugenie*, and equally clear, that he had no right to detain the vessel, as he did for a short time, as a surety for payment, before the claim had been adjudicated by a competent court. Certainly it would seem, that if he had possessed the requisite legal knowledge, no difficulty would have occurred. We hope that the board of officers at Washington will think of this subject, and if they approve our suggestion, will recommend it to the attention of Congress: for we suppose the board has not authority to make the addition we propose.

STAVE DRESSING MACHINE.—We dropped into P. Hosbrook & Co.'s steam works, a day or two ago, to examine a patent stave dressing machine, recently put in operation. It is of very simple construction, but seemed to perform the work most admirably. We think it deserving of the particular attention of cooper and millers, because, if we are not very much in error, the excellent and speedy manner in which the machine performs its work, will afford much gratification. Machines of this kind, which will operate economically, as we think this will, are necessary to enable us to compete successfully in the sale of barrels in other markets. We have plenty of timber, and with such machines may export thousands of barrels yearly.

—We observe that Mrs. Sarah T. Bolton of this city has contributed a beautiful piece of poetry to the last number of *Sartain's Magazine*, and another, and perhaps a better one to the *National Era* of Oct. 18. Mrs. B.'s poetical talents are hardly excelled by those of any of the female poets of the time, and we think this unimagined judgment of ours will be assented to ultimately, by those who may now think it of little worth. Mrs. B. we hope will not fall into that common error of poets, writing too much. *Poe's Raven* for instance, is worth five thousand ordinary ballads, either as a measure of fame to the author, or of lasting gratification to the reader. However, one is not apt to write too much, who writes as well as Mrs. Bolton generally does.

—Foreign travellers have remarked, that it is one of the distinguishing traits of Americans to show great courtesy to women. This is especially and generally evinced in travelling conveyances. There is an occasional exception however, and we heard of one on Thursday last. The roads are so bad, that they at present use mud waggons on the routes east and west. There are but two seats for passengers, and upon the front one they ride backwards. On the occasion spoken of, there were four passengers; one man, a *reverend* personage, and three ladies, one 75 years of age and feeble, yet this *reverend* gentleman, having been lucky enough to get the back seat, had the leastness to decline yielding it to the old lady. How he could sit comfortably *vis-a-vis* with the discolored lady during the journey, is more than we can guess at. A *lug*, however, we presume, is not much troubled by sensitiveness when the gratification of his natural propensities is at stake.

A NEW WRINKLE.—By a notice published in this day's paper, it will be observed that a State Convention of Free Soil Men is called, to meet in this city in December next, for the purpose of providing for the establishment of a Newspaper Organ at the Capital, devoted to the new organization. There may be something more in this proposed movement than meets the public eye, and if there be, time will of course develop the matter. We think it proper now to say for the satisfaction of our readers, that we publish the notice at the request of a leading gentleman of the anti-slavery party, who in time past was a distinguished member of the whig party. From this, we infer only, that those at the head of the movement cannot confide in the belief that the democratic party will adhere to the line of policy marked out by the last Democratic State Convention, and that they still more strongly distrust the whig party under the lead of Taylorism.

—The *Peninsular Freeman* is the title of a new paper just established at Detroit, Michigan, by Robert McIntyre and James D. Liggott. It is a large, well printed and ably edited sheet.

—Mr. Bentley of Wayne county, who is a candidate for principal Clerk of the House of Representatives, would make an efficient officer we have no doubt. Besides other desirable qualifications, he is a printer, a very good feature in this case.

Indianapolis Times.

Published every Thursday.]

INDIANAPOLIS, NOVEMBER 1, 1849.

The Second Regiment.

The Second Regiment has not had justice done them, for the noble part they took in the battle of Buena Vista. Winter before last prominent whigs, in the legislature, pledged themselves that Gen. Taylor would correct his report. Gen. Taylor utterly refuses to make any correction, and the second regiment stands upon the records of the country branded as "fugitives." Will our Legislature and Congress suffer this stigma to rest upon this regiment? Will they not see that justice is done to it?

No men in that battle did better service than they, and it is not only right that they should have justice meted out to them.

In the Florida war, Gen. Taylor attempted to cast a stigma upon the Missouri Volunteers, but the Legislature of that State promptly took the matter up, and had justice done to her volunteers. Then let Indiana do likewise.

What say the press of Indiana?—*Poorly Enigle.*

The above suggestions have been favorably noticed by several papers. We had indulged the hope, that some of our members in the last Congress would have taken the subject in hand; that they would have called for a thorough investigation of the facts by a special committee, and made a demand for justice. We hope the next session will not pass over without some such action. It is due to the character of this State, as well as to that of her slandered citizens. It is desirable in order to exhibit the very ungenerous character of General Taylor in its true light. The world should be taught the lesson, that in this country, official station, (undoubtedly conferred,) shall not be made a shield for the protection of injustice, prejudice and tyranny, especially when these bad passions are manifested by men who are so likely to escape responsibility as officers of the regular army undoubtedly are.

THE MAILS AGAIN.—We suppose the whigs of this day are ready to acknowledge with us, that never have the mails been in such wretched confusion as at the present time. The principal whig papers, we admit, are loud in their complaints; and the heavy commercial interests affected through them, are beginning to feel the effects of the foolish substitution made by Old Taylor, or his Regency. It bears heavy on us; but on the principle that "misery loves company," we shall endeavor to make the best of it, that the old whig grumblers may see the difference between Democratic and Whig rule. We deny successful contradiction that ever we met at the post-office. Scarcely a mail arrives here in season, being late from six to twenty hours, and this, when there is no excuse. Then the mails themselves are mixed so as to bring papers from the east by every mail that arrives from west, north or south. Mails from all quarters arrive by the cars from the south, thus making "confusion worse confounded." Did our P. M. here report cases, he would have to employ a much larger number and swifter clerks than at present. As one solitary instance—on Monday last, there was a very large load of mails by the cars, there having been but a few for two days previous. Notwithstanding a leisure day, (Sunday) in the Madison P. O., the Taylor concern of a P. M. forwarded all his Cincinnati package of letters to this city, whence they will have to be returned. Thus if our Whig merchants and Whig bank cashiers at Madison should not have replies by return mail, they can blame their pet for it; and if the same class in Cincinnati should be in a quandary, and protest some of their friends at Madison, why, just reply the costs, throw up your caps, and huzzas for Old Zack and his gullotine crew. If this were a solitary case, even at the Madison Office, we would not even mention it in this connection; but we have had our river papers repeatedly returned, when legally directed and sent via that route. But Madison is not a solitary case. We know not of a single officer put in by this administration who gives the public satisfaction that the old ones did. We hope the U. S. Senate will take good heed who they qualify in important offices. Of one thing at least, and we know what we say, that body should require that the appointee can read and write, at least tolerably.

A NOBLE-HEARTED WRECKER.—The Salem (N. J.) Standard relates the following of Capt. Joseph Gaskill, a Jersey shoreman, of whom the Newark Daily Advertiser adds, that "he has assisted on various occasions in rescuing six hundred persons and millions of property from shipwreck, without having ever received one cent by way of remuneration."

"Capt. G. is as unassuming as he is brave, and it is with the greatest difficulty he can be induced to utter upon a recital of his adventures, which have been sufficiently numerous on our wild and desolate shore to fill a most interesting volume."

"Last April a brig drove ashore near Great Egg Harbor. The night was dark and the storm raged furiously. As usual the fishermen crossed the sound in their boats, and started directly through the breakers for the brig. Every wave, of course, submerged the tiny craft, but, drenched and half frozen, he finally arrived alongside. The captain and crew were struck with astonishment at the temerity of the bold sailor, and, forgetting their own peril, hailed her. 'Skill ahoy! where are you bound?'"

Capt. G. received one of the crew, a young fellow, spry, who sitting with his back to the stern, formed a breakwater, and by this means was safely landed. Notwithstanding the coldness of the weather Captain G. continued his trips until every man was saved; and sunrise found him struggling for a full hour, on his last trip, with the captain and his dog. The entire crew would undoubtedly have perished had it not been for the intrepidity of Captain G. in venturing out in his mere egg-shell skiff. No offer of money would have induced him to perform this noble act, but the knowledge that fellow creatures demanded his assistance appealed to the heart, and commanded the aid of the generous sailor."

GOLD PENS.—No one knows better how to do the clever thing than W. H. TALBOTT of this city. For instance, the "Junior" of the Sentinel and "w" of the Journal happened to meet at his jewelry establishment a day or two ago. Of course he could do no less than to present each of us with a splendid gold pen, which he did in the most graceful and appropriate manner. We hope our Democratic friends may not suspect the "Junior" of the Sentinel of any aristocratic tendencies on account of using a pen so elegant as that given him by Mr. Talbott. If they should, hereafter, discover any thing in the "Sentinel" evincing such notions, attribute it to the pen, and not to the "Junior."—*State Journal.*

—We are glad that our neighbor of the Journal appreciates us so well, but we don't see why a gold pen should not write democracy just as well as any thing else. Why should it not? There is nothing about democracy, as we see it, that should prevent its history being written not only with a gold pen, but upon tablets of gold, if they were plenty enough. We haven't the least fear therefore that the gold pen, for which the Journal so handsomely compliments Mr. Talbott, in our behalf as well as its own, will make us write aristocratically.

St. Louis Railroad Convention.

This Convention was truly a great gathering of the delegates of the people of many of the States, as well as many of the people, the substance of the proceedings of which we gather from the St. Louis papers.

The Convention was organized temporarily on Monday, the 15th inst., at 12 o'clock, Judge Ellis of Tennessee in the chair. A committee of one from each State represented, was appointed to report permanent officers of the Convention. A committee of three delegates from each State was appointed by the chair to draft resolutions for the action of the Convention, and a committee of one delegate from each State was appointed by the chair to memorialize Congress and prepare an address to the American people in favor of the Atlantic and Pacific Railroad.

Tuesday was occupied by the able speech of Col. Benton, and in resolves and speeches, many delegates making short addresses upon the different questions before the Convention, and at night masses of delegates and people were addressed till a late hour.

On Wednesday, at an early hour of the sitting, a resolution was introduced, providing that the road should be commenced beyond the States. Upon this resolution Mr. O. H. Smith addressed the Convention at length, a condensation of which, from the St. Louis Republican, will be found below.

At the close of Mr. Smith's speech, Judge Douglas, the President of the Convention, resigned, stating that "the arguments and speech of the honorable gentleman from Indiana (Mr. O. H. Smith) were such as to render it necessary that he should participate in the discussion." Judge Douglas then addressed the Convention. The committee on resolutions reported a string of resolutions, on the plan of the resolution above alluded to, which were read, and upon which R. W. Thompson of Indiana, moved to strike them out from the record resolved, and insert the following, which after an eloquent speech from the mover, was unanimously adopted:

Resolved, That in the opinion of this Convention it is the duty of the General Government to provide, as early as possible, for the construction of a Central National Railroad from the valley of the Mississippi to the Pacific Ocean.

Resolved, That in the opinion of this Convention a grand trunk railroad to St. Louis, Memphis and Chicago would be such a central and national one.

Resolved, That a committee (of fifty) be appointed to prepare a memorial to be presented at length, on the subject of the proposed road, to the President of the United States, and to request the concurrence of said Convention therein.

A resolution was also adopted in favor of a great National Telegraph Line from the Atlantic to the Pacific, and the Convention adjourned to meet in a great National Convention at Philadelphia, on the first Monday in April next. The Convention adjourned on Thursday at 12 o'clock. The memorial and address to the American people will be forthcoming at an early day.

From the St. Louis Republican.

Mr. O. H. Smith's Speech.

Substance of the Remarks of the Hon. Mr. Smith, delivered before the National Railroad Convention, at its session of Wednesday last.

Hon. OLIVER H. SMITH, of Indiana, addressed the Convention at length upon the resolution declaring that the road should terminate outside of the States. We cannot give the entire speech, as it has been printed at length, nor do we pretend to do justice to the speaker. We are happy, however, to give the substance of his remarks.

Mr. Smith remarked, upon rising, that he had not intended to rise, but that he had been compelled to do so. He hoped that it would not be necessary for him to do so. He was, however, compelled to abandon his original intention, and would now claim the indulgence of the Convention, while he gave his views upon the great national enterprise, as he said the resolution which he read, brought up for discussion the whole merits of the questions involved in the objects of the Convention, and he felt that it was his duty to speak upon it. He said that he had never been called, as such a resolution yielded the question; that the General Government had not the power to construct the road, and that it was a great national work which he could never give his assent—a principle which, if maintained by the Convention and Congress, must put an end to all projects of the construction and maintenance of a Pacific and Atlantic Railroad, until the constitution was amended, as he should, in the course of his remarks, attempt to prove. He said that he had no doubt that no one in his senses would, for a moment, maintain that the Government would undertake to make more than one railway across the Rocky Mountains. It was a great, a magnificent enterprise, and he felt that it was a great national work which he could never give his assent—a principle which, if maintained by the Convention and Congress, must put an end to all projects of the construction and maintenance of a Pacific and Atlantic Railroad, until the constitution was amended, as he should, in the course of his remarks, attempt to prove. He said that he had no doubt that no one in his senses would, for a moment, maintain that the Government would undertake to make more than one railway across the Rocky Mountains. It was a great, a magnificent enterprise, and he felt that it was a great national work which he could never give his assent—a principle which, if maintained by the Convention and Congress, must put an end to all projects of the construction and maintenance of a Pacific and Atlantic Railroad, until the constitution was amended, as he should, in the course of his remarks, attempt to prove. 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